

All POL/SITREP's for this site (sitrep\_list.aspx?site\_id=15382) **Hartsfield** Printer Friendly (polrep\_printer.aspx?counter=36020) | PDF (polrep\_print

**International  
Airport Fuel  
Spill  
Atlanta, GA -  
EPA Region IV  
POLREP #2  
Progress  
Report**

U.S. ENVIRONMENTAL PROTECTION AGENCY  
POLLUTION/SITUATION REPORT  
Hartsfield International Airport Fuel Spill - Removal Polrep



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
Region IV**

**Subject:** **POLREP #2  
Progress Report  
Hartsfield International Airport Fuel Spill**

**Atlanta, GA**  
**Latitude: 33.6421100 Longitude: -84.4212600**

**To:** James Webster, USEPA R4 ERRPPB  
John Maddox, GAEPD

**From:** Matthew Huyser, FOSC

**Date:** 10/4/2021  
**Reporting Period:** 10/2/2021 - 10/3/2021

## 1. Introduction

### 1.1 Background

<b>Site Number:</b>	V4HI	<b>Contract Number:</b>	
<b>D.O. Number:</b>		<b>Action Memo Date:</b>	
<b>Response Authority:</b>	OPA	<b>Response Type:</b>	Emergency
<b>Response Lead:</b>	PRP	<b>Incident Category:</b>	Removal Action
<b>NPL Status:</b>	Non NPL	<b>Operable Unit:</b>	
<b>Mobilization Date:</b>	9/29/2021	<b>Start Date:</b>	9/29/2021
<b>Demob Date:</b>		<b>Completion Date:</b>	
<b>CERCLIS ID:</b>		<b>RCRIS ID:</b>	
<b>ERNS No.:</b>		<b>State Notification:</b>	9/26/2021
<b>FPN#:</b>	E21414	<b>Reimbursable Account #:</b>	

#### 1.1.1 Incident Category

Emergency response

#### 1.1.2 Site Description

The Site originates at the Atlanta Hartsfield-Jackson International Airport and impacts the Flint River located southeast of the airport. The Flint River in this area is surrounded by commercial and light industrial facilities.

##### 1.1.2.1 Location

Atlanta Hartsfield-Jackson Airport, 6000 N Terminal Pkwy, Atlanta, Clayton County, Georgia

##### 1.1.2.2 Description of Threat

Jet fuel discharged from a fuel system vault at gate C14 to the storm water system west of terminal 3. The discharge traveled through the storm water system to the FR1 outfall, impacting the Flint River.

#### 1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

On Sunday, September 26 at approximately 0330 hours, the Louis Berger ATL Fuel Services Company, located at the Atlanta Hartsfield International Airport contacted the National Response Center and reported what was believed to be a 600 gallon Jet-A Fuel spill to the airport stormwater drainage system. EPA Duty Officer Rick Jardine and the Georgia State On-Scene Coordinators

(SOSC) worked with the potentially responsible party (PRP) to ensure appropriate remediation actions were implemented. On September 27, an oil sheen and a fish kill was discovered on the Flint River near where the storm drain system daylighted from the airport property. On September 29, the PRP reported a larger fish kill and gross product on the Flint River at the outfall from the stormwater system. Due to the increase in the potential severity and the dynamic conditions, the SOSC requested EPA assistance. Federal On-Scene Coordinator (FOSC) Matt Huyser and Superfund Technical Assessment and Response Team (START) contractors were deployed.

## **2. Current Activities**

### **2.1 Operations Section**

#### **2.1.1 Narrative**

On 10/2/2021, a vacuum truck was mobilized to the stormwater culvert at the quarry to contain and recover fuel from that location. The FOSC inspected the area and determined that there was still fuel in the area and recovery activities should continue at the location. The FOSC inspected the recovery operations at the AATC Lot #2 control point on 10/2/2021 using an RAE Systems MultiRAE Pro photoionization detector and found elevated volatile organic compound (VOC) concentrations consistently above 10 ppm with peak levels above 50 ppm. No benzene was detected when using a Draeger CMS chip with a 0.2 ppm detection limit. The FOSC notified the response manager for the response contractor, and personnel working near the fuel on the water were directed to carry air monitoring equipment and don respirators. Response crews finished herding oil on the Flint River from the Loop Road culvert downstream to the collection point at AATC Lot #2. Response crews also completed securing spent and bagged sorbents from the Forest Parkway recovery point into drums.

The FOSC and Louis Berger ATL Fuel Services met with SP Petroleum on 10/2/2021 at Ramp Three South's first flush sump to determine if oil was still present in the sump. Hydrocarbon test strip paper was used to provide a qualitative measurement, and no recoverable quantity of oil was observed. The FOSC and Louis Berger ATL Fuel Services noted that the pump switch at the Ramp Three South's first flush sump was in the automatic position. An inspection of the Ramp Three North's first flush sump found that its pump switch was in the off position.

On 10/3/2021, the FOSC and GAEPD inspected the Forest Parkway recovery point and the AATC Lot #2 recovery point. Low to no sheen was observed at the Forest Parkway recovery point, and herded material looked to be a mostly organic matter with little oil residue. The AATC Lot #2 still had significant surface oiling, and vacuum recovery was ongoing. After collecting its second total load at the quarry, the response contractor sent the second vacuum truck to the AATC Lot #2 to supplement recovery work in that area.

Operations ceased by 1800 hrs. due to incoming rain.

Incoming rain on the evening of 10/3/2021 and through 10/4/2021 is anticipated to significantly increase flow in the Flint River. Sorbent boom and pads were removed in order to prevent loss. The hard boom was re-anchored and secondary tie-offs were installed to ensure that the boom could be recovered if the anchor points failed.

At 1345 hrs. on 10/3/2021, the FOSC and GAEPD inspected the frac tanks where the response contractor was storing recovered fluids. The first tank, which had settled for over 24 hours, had a total depth of 74.25 inches or approximately 14,700 gallons with an oil depth of 3.25 inches or approximately 700 gallons (Both tanks were not level; the volume conversions provided are biased low). The second tank, which had recently been filled and therefore not fully separated, had a total depth of 51 inches or approximately 9870 gallons with an oil depth of 2.75 inches or approximately 600 gallons.

### 2.1.2 Response Actions to Date

- Installed containment boom on the Flint River at three locations
- Initiated recovery of fuel on the Flint River at two locations
- Flushed the storm water drain leading to the ramp three south first flush sump
- Recovered fuel from the ramp three south first flush sump
- Installed containment and recovery at culvert at end of storm water system
- Collected sample of fuel from Flint River at Forest Parkway and from ramp three south first flush sump

### 2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

Louis Berger ATL Fuel Services is the Atlanta Department of Aviation's managing partner for certain concourses fuel-related operations. The operator does weekly checks on all hydrants at the gates and maintains tanks and piping. Louis Berger ATL Fuel Services is responding as the lead responsible party and has hired U.S. Ecology to respond to the discharge. U.S. Ecology hired Environmental Restoration to mobilize personnel and equipment. U.S. Ecology does not have any personnel in the field at the response. FOSC Huyser issued a Notice of Federal Interest (NOFI) to Louis Berger ATL Fuel Services on 9/30/2021.

### 2.1.4 Progress Metrics

The responsible party will address all waste management for the response

<b>Waste Stream</b>	<b>Medium</b>	<b>Quantity</b>	<b>Manifest #</b>	<b>Treatment</b>	<b>Disposal</b>
Oily water	Frac tank	Approximately 30,000 gallons	not available		

## 2.2 Planning Section

### 2.2.1 Anticipated Activities

Inspect control points following rain events for stability. Response contractor will recover oil on the Flint River if present, recoverable, safe and feasible.

#### 2.2.1.1 Planned Response Activities

- Secure the discharge on the Flint River and prevent further downstream migration of discharged fuel; (ONGOING)
- Recover fuel on the Flint River and, to the extent practicable, remove and/or recover fuel on the Flint River prior to the next rain event; (ONGOING)
- Remove fuel within the ramp three south first flush sump to background (sheen) level prior to the next rain event and prevent discharge of fuel from the sump to open waterway; (ONGOING)
- Continue maintenance of boom and sorbent at downstream control points in the Flint River until sheen is no longer visible from the discharge event; (ONGOING)
- Develop, submit and execute water quality monitoring plan to document current impacts and demonstrate compliance with the Georgia instream water quality standards (ONGOING)

#### 2.2.1.2 Next Steps

Preparations are being made for an SPCC/FRP inspection by EPA. GAEPD will also perform an inspection of the industrial storm water infrastructure

### 2.2.2 Issues

On the morning of 10/2/2021, the FOSC requested information about the ramp three south first flush sump, but not all information was provided:

- The FOSC requested information about whether the pump which had been stated to flush the first 0.1 inches of rainwater to the sanitary sewer pulls from the surface of the water in the sump or the bottom, this answer was not known by Louis Berger ATL Fuel Services or by DOA on 10/2/2021,
- The FOSC requested if it was possible to manually activate the pump. By the evening of 10/2/2021, Louis Berger ATL Fuel Services had been told that the pump was turned on at some point during that day, but no information or point of contact was available about what was done or whether any liquid was pumped.

- The FOSC requested information about recovery operations from the sump and was told by Louis Berger ATL Fuel Services that only 850 gallons of liquid had been removed from the sump on 10/1/2021 by SP Petroleum, but the fraction of oil in that 850 gallons was not measured prior to disposal; this answer was not known by Louis Berger ATL Fuel Services or by DOA on 10/2/2021;
- The FOSC requested if it was possible to manually activate the pump. By the evening of 10/2/2021, Louis Berger ATL Fuel Services had been told that the pump was turned on at some point during that day, but no information or point of contact was available about what was done or whether any liquid was pumped.
- The FOSC requested information about recovery operations from the sump and was told by Louis Berger ATL Fuel Services that only 850 gallons of liquid had been removed from the sump on 10/1/2021 by SP Petroleum, but the fraction of oil in that 850 gallons was not measured prior to disposal
- The FOSC requested a recheck of the sump at 0900 hrs. on 10/2/2021, to determine if oil was still present on the surface and whether recovery would be needed, but this was not performed until after 1700 hrs. when it was done by the FOSC.
- Access approval procedures caused significant delays with both the entry of the vacuum truck and the tow truck to the quarry for operations resulting in only one truckload being removed from the quarry on 10/2/2021

## 2.3 Logistics Section

There is no information to report in this section

## 2.4 Finance Section

### 2.4.1 Narrative

Federal project number (FPN) E21414 was opened for \$10,000 from the national pollution funds center (NPFC) on 9/29/2021 to fund EPA activities at the Site

**Estimated Costs \***

	<b>Budgeted</b>	<b>Total To Date</b>	<b>Remaining</b>	<b>% Remaining</b>
<b>Extramural Costs</b>				
TAT/START	\$10,000.00	\$1,000.00	\$9,000.00	90.00%
<b>Intramural Costs</b>				
<b>Total Site Costs</b>	\$10,000.00	\$1,000.00	\$9,000.00	90.00%

\* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

**2.5 Other Command Staff****2.5.1 Safety Officer**

There is no information to report in this section

**2.5.2 Liaison Officer**

There is no information to report in this section

**2.5.3 Information Officer**

Local news media has reached out to DOA, GAEPD and EPA separately. The FOSC has responded to media inquiries through the EPA R4 public affairs office.

**3. Participating Entities**

### 3.1 Unified Command

EPA

GAEPD

Louis Berger ATL Fuel Services

Atlanta Department of Aviation

### 3.2 Cooperating Agencies

Georgia Department of Natural Resources has been present to conduct assessments on the Flint River

Clayton County Water Authority has been onsite to assess a potential greywater leak identified by Georgia DNR.

## 4. Personnel On Site

EPA (1)

START (1)

GAEPD (1-2)

Louis Berger ATL Fuel Services (1-2)

Environmental Restoration (10) (contractor to Louis Berger)

Department of Aviation (2)

## 5. Definition of Terms

There is no information to report in this section

## 6. Additional sources of information

### 6.1 Internet location of additional information/report

There is no information to report in this section.

### 6.2 Reporting Schedule

The next POLREP will be prepared in approximately 5 days.

## 7. Situational Reference Materials

There is no information to report in this section.







All POL/SITREP's for this site ([sitrep\\_list.aspx?site\\_id=15382](http://sitrep_list.aspx?site_id=15382)) **Hartsfield** [Printer Friendly \(polrep\\_printer.aspx?counter=36019\)](http://Printer_Friendly(polrep_printer.aspx?counter=36019)) | [PDF \(polrep\\_print](http://PDF(polrep_print)

**International  
Airport Fuel  
Spill  
Atlanta, GA -  
EPA Region IV  
POLREP #1  
Initial POLREP**

U.S. ENVIRONMENTAL PROTECTION AGENCY  
POLLUTION/SITUATION REPORT  
Hartsfield International Airport Fuel Spill - Removal Polrep  
Initial Removal Polrep



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
Region IV**

**Subject:** **POLREP #1  
Initial POLREP  
Hartsfield International Airport Fuel Spill**

**Atlanta, GA**  
**Latitude: 33.6421100 Longitude: -84.4212600**

**To:** James Webster, USEPA R4 ERRPPB  
John Maddox, GAEPD

**From:** Matthew Huyser, FOSC

**Date:** 10/1/2021  
**Reporting Period:** 9/26/2021 - 10/1/2021

## 1. Introduction

### 1.1 Background

<b>Site Number:</b>	V4HI	<b>Contract Number:</b>	
<b>D.O. Number:</b>		<b>Action Memo Date:</b>	
<b>Response Authority:</b>	OPA	<b>Response Type:</b>	Emergency
<b>Response Lead:</b>	PRP	<b>Incident Category:</b>	Removal Action
<b>NPL Status:</b>	Non NPL	<b>Operable Unit:</b>	
<b>Mobilization Date:</b>	9/29/2021	<b>Start Date:</b>	9/29/2021
<b>Demob Date:</b>		<b>Completion Date:</b>	
<b>CERCLIS ID:</b>		<b>RCRIS ID:</b>	
<b>ERNS No.:</b>		<b>State Notification:</b>	9/26/2021
<b>FPN#:</b>	E21414	<b>Reimbursable Account #:</b>	

#### 1.1.1 Incident Category

Emergency response

#### 1.1.2 Site Description

The Site originates at the Atlanta Hartsfield-Jackson International Airport and impacts the Flint River southeast of the airport. Commercial and light industrial facilities surround the Flint River in this area.

##### 1.1.2.1 Location

Atlanta Hartsfield-Jackson Airport, 6000 N Terminal Pkwy, Atlanta, Clayton County, Georgia

##### 1.1.2.2 Description of Threat

Reportable quantity oil discharge to WOTUS. Jet fuel discharged from a fuel system vault at gate C14 to the stormwater system west of Terminal 3. The discharge traveled through the stormwater system to the FR1 outfall, impacting the Flint River.

#### 1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

On Sunday, September 26, at approximately 0330 hours, the Louis Berger ATL Fuel Services Company, located at the Atlanta Hartsfield International Airport, contacted the National Response Center and reported what was believed to be a 600-gallon Jet-A Fuel spill to the airport's stormwater drainage system. The EPA Duty Officer and the Georgia State On-Scene Coordinators (SOSC) worked with the potentially responsible party (PRP) to ensure appropriate remediation actions were

implemented. On September 27, an oil sheen and a fish kill were discovered on the Flint River near the storm drain system's outfall. On September 29, the PRP reported a larger fish kill and gross product on the Flint River at the outfall. Due to the increase in the severity and the dynamic conditions, the SOSOC requested EPA assistance. A Federal On-Scene Coordinator (FOSC) and Superfund Technical Assessment and Response Team (START) contractors were deployed to the Site.

## **2. Current Activities**

### **2.1 Operations Section**

#### **2.1.1 Narrative**

On the afternoon of 9/29/2021, the FOSC found that the entire surface of the Flint River under the Forest Park Bridge was covered with fuel and that the sorbent booms and pads were overwhelmed and insufficient. The FOSC directed Louis Berger ATL Fuel Services to immediately respond with sufficient control measures. The environmental response contractor returned that evening at approximately 2100 hrs. to install three sets of hard boom across the Flint River near Forest Parkway Bridge with a collection point at the leading length. An inspection of the boom at the Lees Mill Road bridge, a mile further downstream, found that the fuel accumulation was not heavy at that point, but a rainbow sheen covered the waterway. That boom configuration would be replaced with a hard boom on the following day. The FOSC arrange to meet with Georgia environmental Protection Division (GAEPD), Louis Berger, and the Atlanta Department of Aviation (DOA) on 9/30/2021 to discuss response and recovery measures and reevaluate the spill's source and volume.

On 9/30/2021, the FOSC inspected the release point at gate C14, the stormwater sumps, the retention pond (aka the "quarry"), and the FR1 outfall. Fuel was found in the Ramp Three South's first flush sump and confirmed with a hydrocarbon test strip; no significant fuel was found in the Ramp Three North's first flush sump. Louis Berger ATL Fuel Services mobilized a vacuum truck to remove the fuel from the south sump and a tank truck to discharge 1000 gallons of fresh water in the drain line upstream of the sump to flush the line.

At the FR1 outfall, a sheen was observed on the water, and pooled fuel was found in the rocks adjacent to the outfall. A potential recovery area was identified downstream at the AATC Parking Lot #2, where a natural dam was causing a heavy accumulation of fuel on the Flint River; Louis Berger and their contractor made arrangements to mobilize a second vacuum truck. Recovery operations continued throughout the day. The FOSC mobilized START to collect a fuel sample from the collection point on Forest Parkway and the south sump of Terminal C for potential fingerprinting analyses. The FOSC met with GAEPD, Louis Berger ATL Fuel Services, and DOA to agree upon operational objectives and tactical emphasis on Friday, Saturday, and Sunday.

On the morning of 10/1/2021, the FOSC and GAEPD met with DOA to inspect the culvert in the retention pond connected to the sump and stormwater drainage system. Fuel and emulsified fuel were found at the culvert's exit; the FOSC contacted Louis Berger and directed that containment and recovery measures would be needed. These were coordinated throughout the day (due to security access issues at the airport), and a vacuum truck and personnel were in place by 1700 hrs. Vacuum recovery at the Forest Parkway Bridge had drawn the fuel down to a light sheen by the afternoon of 10/1/2021, and only sheening was observed at the Lees Mill containment area. Contractor crews herded entrained fuel from Loop Road downstream to the recovery area at the AATC Lot #2. Recovery at this location continued throughout the day and filled three 2500 gallon tanker trucks; however, when the FOSC inspected this location at 1700 hrs., it was found that the skimmer had been used upside-down, and the crew returned after offloading the tanker truck to resume pumping for 30 minutes with the correct orientation.

Two EPA FOSCs assessed the segment of the Flint River between Lees Mill Road and Forest Parkway. Only nine patches of entrained fuel accumulation on the water were identified, with most sizes below 5 feet by 5 feet. These patches were not significant enough to redirect crews to retrieve them during the current operational period.

### **2.1.2 Response Actions to Date**

- Installed containment boom on the Flint River at three locations
- Initiated recovery of fuel on the Flint River at two locations
- Flushed the stormwater drain leading to the Ramp Three South's first flush sump
- Recovered fuel from the Ramp Three South's amp three south first flush sump
- Installed containment at culvert at the end of the stormwater system
- Collected sample of fuel from Flint River at Forest Parkway and from Ramp Three South's first flush sump

### **2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)**

Louis Berger ATL Fuel Services is the Atlanta Department of Aviation's managing partner for certain concourse's fuel-related operations. The operator does weekly checks on all hydrants at the gates and maintains tanks and piping. Louis Berger ATL Fuel Services responds as the lead responsible party and has hired U.S. Ecology to respond to the discharge. U.S. Ecology hired Environmental Restoration to mobilize personnel and equipment. U.S. Ecology does not have any personnel in the field at the response. The FOSC issued a Notice of Federal Interest (NOFI) to Louis Berger ATL Fuel Services on 9/30/2021.

### 2.1.4 Progress Metrics

The responsible party will address all waste management for the response

<b>Waste Stream</b>	<b>Medium</b>	<b>Quantity</b>	<b>Manifest #</b>	<b>Treatment</b>	<b>Disposal</b>
Oily water		Approximately 10,000 gallons	not available		

## 2.2 Planning Section

### 2.2.1 Anticipated Activities

Containment and recovery will continue on the Flint River at the Forest Parkway and AATC Lot #2 locations. Herding will continue on the Flint River to move entrained oil down to recovery points. Downstream final containment boom and sorbent will be maintained at the Lees Mill Road bridge. Additional containment and recovery will begin at the culvert at the airport "quarry."

#### 2.2.1.1 Planned Response Activities

- Secure the discharge on the Flint River and prevent further downstream migration of discharged fuel; (ONGOING)
- Recover fuel on the Flint River and, to the extent practicable, remove and/or recover fuel on the Flint River prior to the next rain event; (ONGOING)
- Remove fuel within the Ramp Three South's first flush sump to background (sheen) level prior to the next rain event and prevent discharge of fuel from the sump to open waterway; (ONGOING)
- Continue maintenance of boom and sorbent at downstream control points in the Flint River until sheen is no longer visible from the discharge event; (ONGOING)
- Develop, submit and execute water quality monitoring plan to document current impacts and demonstrate compliance with the Georgia instream water quality standards (ONGOING)

#### 2.2.1.2 Next Steps

All recovery efforts are being made ahead of rainfall anticipated to begin on Sunday, October 3, at which point it is anticipated the Flint River will be washed out.

### 2.2.2 Issues

Georgia Department of Natural Resources was onsite on 9/29 and 10/1 to assess the fish kill.

The Ramp Three South's first flush sump where fuel was found is part of the stormwater management system, and its design is repeated for each terminal long the north and south sides. The sump is designed to receive stormwater from the large paved area in and between the gates. The sump automatically turns on to pump the first 0.1-inches of equivalent rainwater to the sanitary sewer; any

overages from this level overflow into the stormwater system, and for low flow events, it can take up to 2-3 hours for flow to reach the retention pond (aka, the "quarry"). The system is designed to capture oil without discharging it to the stormwater system and pump that oil to the sanitary sewer. It is not known why this feature did not function properly during the spill event on 9/26/2021. There are no data loggers for the pump operation, and operators who were present during the spill anecdotally stated that the pump in the sump was not on. The volume of the sump and the details of the vault from which the fuel was first discharged are not yet known and are being investigated.

DOA personnel reported that the fuel covered a football field-wide area during the response before reaching the storm drains between the two terminals. Responding companies at the time included HEPACO, which was called by SouthWest Airlines. Delta Airlines Response Services also assisted by vacuuming pooled areas of fuel near the drain inlets. Louis Berger ATL Fuel Services stated that the release was from a broken flange in a pressurized vault which is part of the fueling system for the gate. Three thousand four hundred gallons (3400 gallons) were removed from the vault after the spill, and Louis Berger ATL Fuel Services estimated that 700 gallons were released to the drain line.

### **2.3 Logistics Section**

There is no information to report in this section

### **2.4 Finance Section**

#### **2.4.1 Narrative**

Federal project number (FPN) E21414 was opened for \$10,000 from the national pollution funds center (NPFC) on 9/29/2021 to fund EPA activities at the Site

**Estimated Costs \***

	<b>Budgeted</b>	<b>Total To Date</b>	<b>Remaining</b>	<b>% Remaining</b>
<b>Extramural Costs</b>				
TAT/START	\$10,000.00	\$1,000.00	\$9,000.00	90.00%
<b>Intramural Costs</b>				
<b>Total Site Costs</b>	\$10,000.00	\$1,000.00	\$9,000.00	90.00%

\* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

**2.5 Other Command Staff****2.5.1 Safety Officer**

There is no information to report in this section

**2.5.2 Liaison Officer**

There is no information to report in this section

**2.5.3 Information Officer**

Local news media has reached out to DOA, GAEPD and EPA separately. The FOSC has responded to media inquiries through the EPA R4 public affairs office.

**3. Participating Entities**



### 3.1 Unified Command

EPA

GAEPD

Louis Berger ATL Fuel Services

Atlanta Department of Aviation

### 3.2 Cooperating Agencies

Georgia Department of Natural Resources has been present to conduct assessments on the Flint River

Clayton County Water Authority has been onsite to assess a potential greywater leak identified by Georgia DNR.

## 4. Personnel On Site

EPA (1)

START (1)

GAEPD (1-2)

Louis Berger ATL Fuel Services (1-2)

Environmental Restoration (10) (contractor to Louis Berger)

Department of Aviation (2)

## 5. Definition of Terms

There is no information to report in this section

## 6. Additional sources of information

### 6.1 Internet location of additional information/report

There is no information to report in this section.

### 6.2 Reporting Schedule

The next POLREP will be prepared in approximately 5 days.

## 7. Situational Reference Materials

There is no information to report in this section.





**Site Contact:**

Matthew Huyser (mailto:huyser.matthew@epa.gov)

FOSC

(huyser.matthew@epa.gov) (mailto:huyser.matthew@epa.gov)

**Site Location:**

6000 N Terminal Pkwy

Atlanta, GA 30320

response.epa.gov/hartsfieldinternationalairportfuelspill (<https://response.epa.gov/hartsfieldinternationalairportfuelspill>)

NRC#: 1317889

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On Sunday, September 26 at approximately 0330 hours, the Louis Berger ATL Fuel Services Company, located at the Atlanta Hartsfield International Airport contacted the National Response Center and reported what was believed to be a 600 gallon Jet-A Fuel spill to the airport stormwater drainage system. EPA Duty Officer Rick Jardine and the Georgia State On-Scene Coordinators (SOSC) worked with the potentially responsible party (PRP) to ensure appropriate remediation actions were implemented. On September 27, an oil sheen and a fish kill was discovered on the Flint River near where the storm drain system daylighted from the airport property. On September 29, the PRP reported a larger fish kill and gross product on the Flint River at the outfall from the stormwater system. Due to the increase in the potential severity and the dynamic conditions, the SOSC requested EPA assistance. Federal On-Scene Coordinator (FOSC) Matt Huyser and Superfund Technical Assessment and Response Team (START) contractors were deployed. On the evening of September 29, FOSC Huyser evaluated containment operations on the Flint River and determined that they were insufficient. FOSC Huyser directed the installation of containment boom in addition to the absorbent boom the PRP installed. The FOSC and SOSC will continue oversight of response operations through the next reporting period.

For additional information, visit the **Pollution/Situation Report** (Pol/Sitreps) (sitrep\_profile.aspx?site\_id=15382) section.

## Resources

Documents (doc\_list.aspx?site\_id=15382)

NRC Report... (../sites/15382/files/NRC%201317889.pdf)

All Documents (doc\_list.aspx?site\_id=15382)

[Pol/SitReps \(sitrep\\_list.aspx?site\\_id=15382\)](#)

[POLREP - 2 \(sitrep\\_profile.aspx?site\\_id=15382&counter=36020\)](#)

[All Pol/SitReps \(sitrep\\_list.aspx?site\\_id=15382\)](#)

[Contacts \(contact\\_list.aspx?site\\_id=15382\)](#)

**FOSC**

Matthew Huyser (<mailto:huyser.matthew@epa.gov>)

([huyser.matthew@epa.gov](mailto:huyser.matthew@epa.gov)) (<mailto:huyser.matthew@epa.gov>)

**Branch Chief, ERRPPB**

James Webster (<mailto:webster.james@epa.gov>)

([webster.james@epa.gov](mailto:webster.james@epa.gov)) (<mailto:webster.james@epa.gov>)

[All Contacts \(contact\\_list.aspx?site\\_id=15382\)](#)

# Spill Summary Report for NRC Report #1317889

Report Date: 10/26/2021

Report Time: 3:54 PM EDT

## Region IV Hotline Log Entry Information

Data ID: 2879940

Date Of Report: 9/26/2021

NRC #: 1317889

State #:

ERNS #:

Material Type: Oil

Receiver:

Material / Amount:

JET A-FUEL (600 GALLON(S));

Location:

Street: ATLANTA INTERNATIONAL AIRPORT

City: ATLANTA

County: CLAYTON

State: GA

Latitude: 33.64211000000006

Longitude: -84.42125999999996

Source of Pollution:

LOUIS BERGER ATL FUEL SERVICES

Water Body:

DRAINAGE SYSTEM

State Or EPA Responded:

EPA Asset Responded

Initial EPA Action:

Deployed an OSC

Status:

2 - Closed

URL:

## Associated Action Reports

DataID: 1263583

Date: 9/29/2021	Time: 13:02:36	
Duty Officer/Responder Name: Kevin Eichinger	NRC Report #: 1317889	Hotline Log DataID: 2879940
<b>Action Information</b>		
<b>Description:</b> Mr. Jerald Mitchell advised that cleanup operations continue. They are still seeing sheen in the Flint River and have deployed booms to keep the materials contained. They plan to flush the storm system on 9/30. GAEPa is also receiving regular updates from the RP. Still believe that between 600 and 1000 gallons of fuel was released.		
<b>Follup-Up:</b> Other		
<b>Person Contacted</b>		
<b>Name:</b> Jerald Mitchell <b>Organization:</b> Louis Berger ATL Fuel Services <b>Phone #:</b> 470-755-0679		

DataID: 1263584

Date: 9/27/2021	Time: 12:49:00	
Duty Officer/Responder Name: Kevin Eichinger	NRC Report #: 1317889	Hotline Log DataID: 2879940
<b>Action Information</b>		
<b>Description:</b> RP contacted Phone Duty and advised that they are seeing sheening in the Flint River and a small fish kill at the storm drain outfall. RP contactors deployed booms in the Flint River. GAEPD was advised as well by the RP. GAEPD is the lead for the response.		
<b>Follup-Up:</b> Other		
<b>Person Contacted</b>		
<b>Name:</b> Jerald Mitchell <b>Organization:</b> Louis Berger ATL Fuel Services <b>Phone #:</b> 470-755-0679		

DataID: 1263597

Date: 9/30/2021	Time: 07:24:15	
Duty Officer/Responder Name: Kevin Eichinger	NRC Report #: 1317889	Hotline Log DataID: 2879940
<b>Action Information</b>		
<b>Description:</b> At 3:35am on 9/26/2021, Louis Berger ATL Fuel Services reported a discharge of Jet A fuel from a control valve which entered the drainage system. At the time the estimated spill volume was 400-600 gallons and it was believed that off-site waterways were not impacted. Response contractors were mobilized to remove fuel from the drainage and sump system. On 9/27/2021, City of Atlanta informed Louis Berger that sheen was observed on the Flint River under the Forest Park Bridge, more than a mile downstream from the nearest airport culvert and significantly longer from the Louis Berger facility. Louis Berger mobilized response contractors to install sorbent boom and pads and continued recovery with a vacuum truck on 9/28 and 9/29. On the afternoon of 9/29/2021, EPA OSC Huyser was mobilized to inspect the ongoing response and found that the entire surface of the Flint River under the Forest Park Bridge was covered with fuel, and that the sorbent booms and pads were overwhelmed and insufficient. OSC Huyser directed Louis Berger to respond with sufficient control measures and their contractor returned that evening to install hard boom with a collection point. An inspection of boom at the Lees Mill Road bridge, a mile further downstream, found that the fuel was not yet heavy at that point but a rainbow sheen covered the waterway. That boom will also be replaced with hard boom. EPA will meet with GAEPD, Louis Berger, and Atlanta Airport on 9/30/2021 to discuss response and recovery measures and reevaluate the spill source and volume.		
<b>Follup-Up:</b> Other		
<b>Person Contacted</b>		
<b>Name:</b> <b>Organization:</b> <b>Phone #:</b>		

## Associated Regional Spot Reports

<b>Date:</b> 9/30/2021 <i>Last edited 9/30/2021 11:24 AM UTC</i>		<b>Watch Officer:</b> Kevin Eichinger
<b>Event Title:</b> NRC1317889, Hartsfield International Airport Fuel Spill, Atlanta, Clayton County, Georgia -		<b>Media Interest:</b> Low
<b>Report Information</b>		
<p><b>Overview:</b> On Sunday, September 26 at approximately 0330 hours, the Louis Berger ATL Fuel Services Company, located at the Atlanta Hartsfield International Airport contacted the National Response Center and reported what was believed to be a 600 gallon Jet-A Fuel spill to the airport storm water drainage system. EPA Duty Officer Rick Jardine and the Georgia State On-Scene Coordinators (SOSC) worked with the potentially responsible party (PRP) to ensure appropriate remediation actions were implemented. On September 27, an oil sheen and a fish kill was discovered on the Flint River near where the storm drain system daylighted from the airport property. On September 29, the PRP reported a larger fish kill and gross product on the Flint River at the outfall from the storm water system.</p>		
<p><b>State, Local and other Federal Agency Actions:</b> Due to the increase in the potential severity and the dynamic conditions, the SOSC requested EPA assistance.</p>		
<p><b>EPA Actions:</b> Federal On-Scene Coordinator (FOSC) Matt Huyser and Superfund Technical Assessment and Response Team (START) contractors were deployed. On the evening of September 29, FOSC Huyser evaluated containment operations on the Flint River and determined that they were insufficient. FOSC Huyser directed the installation of containment boom in addition to the absorbent boom the PRP installed. The FOSC and SOSC will continue oversight of response operations through the next reporting period.</p>		
<b>Notes:</b>		

## Associated HQ Spot Reports

<b>Date:</b> 9/30/2021 <i>Last edited 10/15/2021 5:59 PM UTC</i>		<b>Watch Officer:</b> Jane Kepler
<b>Event Title:</b> Region 4, NRC1317889, Hartsfield International Airport Fuel Spill, Atlanta, Clayton County, Georgia, Update #3 -		<b>Media Interest:</b> Low
<b>Report Information</b>		
<p><b>Overview:</b> On Sunday, September 26 at approximately 0330 hours, the Louis Berger ATL Fuel Services Company, located at the Atlanta Hartsfield International Airport contacted the National Response Center and reported what was believed to be a 600 gallon Jet-A Fuel spill to the airport storm water drainage system.</p> <p>The EPA Region 4 Duty Officer and the Georgia State On-Scene Coordinators (SOSC) worked with the potentially responsible party (PRP) to ensure appropriate remediation actions were implemented. On September 27, an oil sheen and a fish kill was discovered on the Flint River near where the storm drain system daylighted from the airport property. On September 29, the PRP reported a larger fish kill and gross product on the Flint River at the outfall from the storm water system.</p>		
<p><b>State, Local and other Federal Agency Actions:</b> The incident occurred in EPA's response jurisdiction. Due to the increase in the potential severity and the dynamic conditions, the Georgia SOSC requested EPA assistance.</p>		
<p><b>EPA Actions:</b> An EPA Region 4 OSC and Superfund Technical Assessment and Response Team (START) contractors deployed. On the evening of September 29, the OSC evaluated containment operations on the Flint River and determined that they were insufficient. The OSC directed the installation of containment boom in addition to the absorbent boom the PRP installed. On September 30, 2021, the EPA Region 4 OSC and Georgia Environmental Protection Division (GAEPD) inspected the initial release point at Gate C14, the stormwater sumps, the Airport stormwater detention pond, and the outfall to the Flint River. Fuel was found in the south sump of Terminal C and the responsible party mobilized a vacuum truck to remove the fuel from the sump as well as a freshwater truck to flush the stormwater drain line supplying the sump. At the outfall to the Flint River, sheen was observed on the water and pooled fuel was found in rocks adjacent to the outfall. A third recovery area was identified downstream near a natural dam and arrangements were made to deploy a second vacuum truck. Recovery operations continued throughout the day. START was mobilized to collect a fuel sample from the collection point on the Flint River at Forrest Parkway and the south sump of Terminal C for potential fingerprinting analyses if needed. The Region 4 OSC and GAEPD met with ATL Fuel Services and Atlanta Department of Aviation to agree upon objectives and tactical emphases for operations on Friday, Saturday and Sunday.</p> <p>Containment and recovery of fuel continued on the Flint River from Friday through Sunday. Recovery of fuel from the culvert at the end of the storm water system was conducted on Saturday and Sunday. Approximately 30,000 gallons of liquid have been removed with an observed oil layer in the storage tank totaling approximately 1,300 gallons. Containment boom on the Flint River was re-anchored and sorbent materials were removed in anticipation of rising waters following incoming rain.</p> <p>On October 4, Unified Command reconvened to address the status of UC Objectives. The source of the discharge has been adequately stabilized and cleaned. Several of the capture locations down stream continue to exhibit sheening, and vegetation along the bank has been oiled. The PRP committed to maintain boom locations and oil recovery operations throughout the incoming storm system. The PRP will develop a plan and conduct stream sampling to demonstrate compliance with Georgia In-Stream standards.</p>		
<b>Notes:</b>		

## NRC Spill Report

NATIONAL RESPONSE CENTER 1-800-424-8802

\*\*\*GOVERNMENT USE ONLY\*\*\*GOVERNMENT USE ONLY\*\*\*

Information released to a third party shall comply with any applicable federal and/or state Freedom of Information and Privacy Laws

Incident Report # 1317889

INCIDENT DESCRIPTION

\*Report taken by NRC on 26-SEP-21 at 03:35 ET.

Incident Type: FIXED

Incident Cause: EQUIPMENT FAILURE

Affected Area: DRAINAGE SYSTEM

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REPORTING PARTY

Name: JERALD MITCHELL  
Organization: LOUIS BERGER ATL FUEL SERVICES  
Address: 1005 VIRGINIA AVE  
ATLANTA, GA 30354  
Email Address: jerald.mitchell@wsp.com

PRIMARY Phone: (470)7550679  
Type of Organization: PRIVATE ENTERPRISE

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SUSPECTED RESPONSIBLE PARTY

Name: JERALD MITCHELL  
Organization: LOUIS BERGER ATL FUEL SERVICES  
Address: 1005 VIRGINIA AVE  
ATLANTA, GA 30354  
PRIMARY Phone: (470)7550679  
Type of Organization: PRIVATE ENTERPRISE

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INCIDENT LOCATION

ATLANTA INTERNATIONAL AIRPORT County: CLAYTON  
GATE C14 6000 N TERMINAL PKWY City: ATLANTA State: GA

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RELEASED MATERIAL(S)

CHRIS Code: JPO Official Material Name: JET FUEL: JP-1 (KEROSENE)  
Also Known As: JET A-FUEL  
Qty Released: 600 GALLON(S) Qty in Water: 0 UNKNOWN AMOUNT

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DESCRIPTION OF INCIDENT

CALLER IS REPORTING A DISCHARGE OF 400-600 GALLONS OF JET-A FUEL ONTO THE GROUND FROM A FUEL SYSTEM CONTROL VALVE VAULT DUE TO A FLANGE FAILURE. AN UNKNOWN AMOUNT ENTERED THE DRAINAGE SYSTEM BUT HAS NOT AFFECTED AN OUTSIDE WATERWAY.

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INCIDENT DETAILS

Package: N/A  
Building ID:  
Type of Fixed Object: AVIATION FACILITY  
Power Generating Facility: NO  
Generating Capacity:  
Type of Fuel:  
NPDES:  
NPDES Compliance: UNKNOWN

---WATER INFORMATION---

Body of Water: DRAINAGE SYSTEM  
Tributary of:  
Nearest River Mile Marker:  
Water Supply Contaminated: UNKNOWN

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IMPACT

Fire Involved: NO Fire Extinguished: UNKNOWN  
INJURIES: NO Sent to Hospital: Empl/Crew: Passenger:  
FATALITIES: NO Empl/Crew: Passenger: Occupant:  
EVACUATIONS: NO Who Evacuated: Radius/Area:  
Damages: NO

<u>Closure Type</u>	<u>Description of Closure</u>	<u>Hours Closed</u>	<u>Direction of Closure</u>
Air:	NO		
Road:	NO		Major Artery: NO
Waterway:	NO		
Track:	NO		
Passengers Transferred: NO			
Environmental Impact: NO			
Media Interest: NONE			

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REMEDIAL ACTIONS

THE FUEL IS CONTAINED AND ISOLATED. CLEAN UP CREW ENROUTE, CONTRACTOR HAS BEEN HIRED  
Release Secured: YES  
Release Rate:  
Estimated Release Duration:

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WEATHER

Weather: CLEAR, 16°F

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ADDITIONAL AGENCIES NOTIFIED

Federal:  
State/Local:  
State/Local On Scene:  
State Agency Number:

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NOTIFICATIONS BY NRC

CENTERS FOR DISEASE CONTROL (GRASP)  
26-SEP-21 03:46 (770)4887100  
USCG DESK AT DHS NOC (USCG LNO)  
26-SEP-21 03:46 (202)2828114  
CHEM SAFETY AND HAZARD INVEST BOARD (MAIN OFFICE)  
26-SEP-21 03:46  
DEPT OF HEALTH AND HUMAN SERVICES (SECRETARY OPERATION CENTER (SOC))  
26-SEP-21 03:46  
CUSTOMS AND BORDER PROTECTION (GEORGIA COMMAND CENTER)  
26-SEP-21 03:46 (912)7214840  
CUSTOMS AND BORDER PROTECTION (GEORGIA COMMAND CENTER CON'T)  
26-SEP-21 03:46 (912)7214840  
DHS SOUTH CAROLINA FUSION CENTER (LE SENSITIVE ADVISORS & LIASON PROGRAM)  
26-SEP-21 03:46 (866)4728477  
DOT CRISIS MANAGEMENT CENTER (MAIN OFFICE)  
26-SEP-21 03:46 (202)3661863  
FEDERAL AVIATION ADMINISTRATION (HAZARDOUS MATERIALS SAFETY)  
26-SEP-21 03:46 (202)2679432  
DOT OFFICE OF INSPECTOR GENERAL (ATLANTA, JRI-3)  
26-SEP-21 03:46 (202)3660339  
U.S. EPA IV (MAIN OFFICE)  
26-SEP-21 03:49 (404)6504955 R4 PAGER  
U.S. EPA IV (ENFORCEMENT AND COMPLIANCE ASSURANCE DIVISION (ECAD))  
26-SEP-21 03:46 (404)5628262  
USCG NATIONAL COMMAND CENTER (MAIN OFFICE)  
26-SEP-21 03:46 (202)3722100  
CISA CENTRAL (MAIN OFFICE)  
26-SEP-21 03:46 (202)2829201  
NOAA RPTS FOR GA (MAIN OFFICE)  
26-SEP-21 03:46 (206)5264911  
PIPELINE & HAZMAT SAFETY ADMIN (HAZARDOUS MATERIAL ACCIDENT INVESTIGATION)  
26-SEP-21 03:46 (202)3664031  
DOI FOR REGION 4 (MAIN OFFICE)  
26-SEP-21 03:46 (404)3314524  
REPORTING PARTY (RP SUBMITTER)  
26-SEP-21 03:46  
GEORGIA EMERGENCY MNGMT AGENCY (MAIN OFFICE)  
26-SEP-21 03:46 (404)6357200  
TSA OFFICE OF SECURITY OPERATIONS (SURFACE COMPLIANCE BRANCH SE REGION)  
26-SEP-21 03:46 (904)9804075  
USCG DISTRICT 7 (MAIN OFFICE)  
26-SEP-21 03:46 (305)4156800  
USCG DISTRICT 7 (PREVENTION DEPT)  
26-SEP-21 03:46 (305)4156838  
USCG DISTRICT 7 (INCIDENT MANAGEMENT ADVISOR)  
26-SEP-21 03:46 (305)4156838

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ADDITIONAL INFORMATION

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\*\*\* END INCIDENT REPORT # 1317889 \*\*\*  
Report any problems by calling 1-800-424-8802  
PLEASE VISIT OUR WEB SITE AT <http://nrc.uscg.mil>